The Sea People

- Cats Corner - Rio Mino
- News from around the World
- Captain Cook build articles
- Party the Japanese way

No 24 *August 1994*

The Sea People

Magazine of the Polynesian Catamaran Association

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Cover Photo: The 1994 Millbrook meet, Sunday morning - early!! Phot by Lena Irving, taken from top of mast of her Narai MkIV

MULTIHULL BROKERAGE

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Editorial

What's been happening.....

By Adrian Honeybill and Scott Brown.

The PCA has seen a few changes over the spring/summer period. The most dramatic has been the delivery of Scott's barge (for conversion into his home and office) - *see bottom corner*, an ex MOD (Navy) timber barge, used in Portsmouth harbour. It ended up it's life as the Gosport headquarters of one of the naval dinghy sailing clubs. The deal was done in the New Year, but 6 months of frustration with the weather and tug contractors followed, until on Friday 8 July, it arrived in Plymouth harbour. The significance of the arrival is that the PCA will soon have an office on board, thanks to Scott's generosity to have his home invaded by us. We can at last bring together the rich collection of photographs, magazines etc. and where Scott and I can centre more effectively our efforts to publish the magazine (and any other ideas that come our way) to help you stay in touch with events.

Sadly, Mike Wynn had to resign as treasurer due to commitments in other areas. Mike and Jenny are this summer in the former Yugoslavia (Croatia) visiting Wharram sailors over there and lending very practical support at an individual level to a very troubled part of Europe. It is when selfless acts like this occur, that it brings out the not so peaceful life that is very close at hand. I was therefore approached by Steve Turner to overview the treasurer's function. In addition, both Scott and I have co-edited this edition. Scott's summer has become very busy with the late arrival of the barge, and added to which his charter and brokerage business is at its busiest. All hands to the pumps!!!

With the setting up of personal computer based systems by Scott and myself, Scott, Steve and myself, acting as the core secretarial function, are at last starting to provide accurate up to date information on members, both past and present, together with an up to the minute financial statement. For the first time in at least the last 10 years, we have stable, growing finances and membership and are looking forward with greater confidence. This is all part of our drive to change the secretarial roles that are now even more important to make the association work. We will shortly have modem facilities both here in Reading and at Torpoint. This will provide an additional method for you to get your stories or messages to us. Keep tuned for further developments.

Scott is the focal point for this activity, so please send any suggestions etc. direct to Scott at Torpoint. The possibilities are endless and we will soon be telling you our thoughts. The ideas for using video are foremost in our minds. The other event to be upon us very shortly is the Southampton Boat Show. Details of the Annual General Meeting and get together are detailed at the back of the magazine. This years show looks to be bigger than ever, but with part of the land gone. The area that used to be known as Area A is now a hotel!

Finally, something that landed on my desk that took me back to my early days of sailing in the 1960's. Rita Pritchard at Silver Bay Holiday Park, Rhoscolyn, Anglesey, dropped me a line expounding the virtues of the Holyhead/ Rhoscolyn/ Rhosneigr area on the SW of the island. Little did she know that my parents had a caravan 8 miles from her for 30 years and I did my first sea sailing (admittedly in an Enterprise) in Rhosneigr and Rhoscolyn bays. My parents now live in Rhosneigr and the area is still a good place to explore, as well as being a base for sailing to Ireland, Isle of Man, and the Western Isles. Has anybody done any cruising in the area and have any comments? By the way, Rita can be contacted on 0407 860374 for further details.

The season up here (N of the equator) is starting to draw in, whilst down below, you are all just starting to get to grips with warmer weather etc.. fair winds to all...see some of you at the AGM.

Photo Below.

The barge on station, one week after being delivered into Plymouth harbour. Now the work starts...

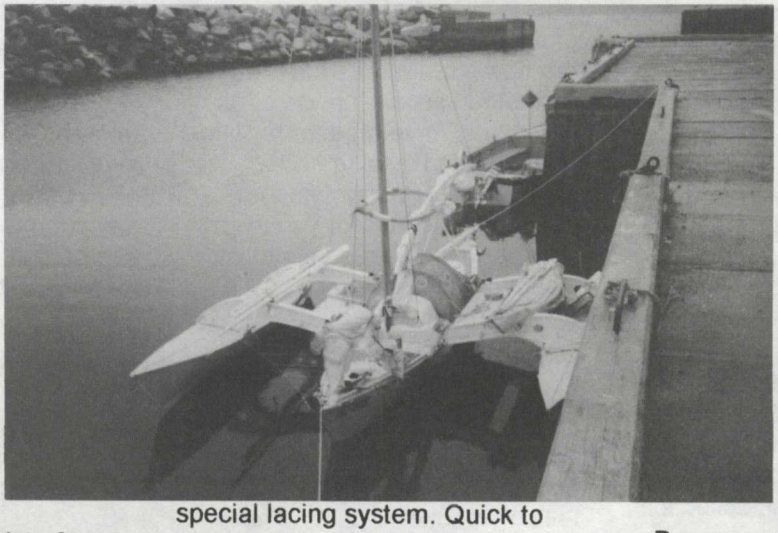
Building a Multihull

A different approach to a Hitia 17

By Pierre Laplante, Canada

Perhaps you will remember me as the man who modified the Hitia 17 into a 23' trimaran to have a try at this type of multihull.

I built part of the boat outdoors, living in a tent and part in a bee keeping place. It was a healthy project for both mind and body, as stimulating as carving a big sculpture.



Stick and tape method was employed as in the Hitia 17 construction. I built the beams (16') on the same principle as plastic model aeroplanes which consist of two slotted parts glued together. The void inside was filled with cut blue foam (Styrofoam used in construction). This sandwich was topped up and down by two thick laminated planks, thus making an H frame. The yard for the rig was built on the same principle. Keeping the same mast (17'6"), the rig was a combination of gunter rig, Brazilian fishing raft "Jagunda" and personal ideas.

There is a full wooden batten crossing the sail up which help broadening the peak angle and keeping the luff straight (same centre if effort when reefing). I used a wishbone instead of a boom to clear the tent and cuddy. For the mainsail, I used good cloth found in sewing stores (80% polyester, 20% cotton). It was OK, but after a season, the belly proved that it was too stretchy. (The big point in using this material is the real pleasure you feel when handling and furling the sail and the neat furl you got!)

Attachment points were made of a thin plywood sandwich and then stitched over. A hole was then bored through and a copper sleeve inserted and flared. The jib was made of Dacron. Here, no plywood was used, instead I sew a spliced with Dacron stitches so not to be hurt or lose an eye when working forward.

Here I tried the "Bonnet" system which is not so new but forgotten; briefly, it consists of a panel that you take off easily because of a special lacing system. Quick to undo, but tedious to relace, nevertheless it worked.

Whilst out sailing in Nova Scotia, an accident happened to me. tacking inside a shallow bay, to find a good place to anchor, I hit violently a rock with the hooked part of the rudder and stopped dead The stern part had torn off up to the first bulkhead as neatly as a slice of bread (no diagonals there). I beached the Skua, saw off the remaining joists, jury rig a rudder and sailed back up north again up to the point where it was futile to fight back. I rented a truck, dismasted Skua and drove back home in 12 hours.

The next plan is to build a Tikiroa, so that I can go blue water sailing.

SKUA II - 23' long, 16' wide, 1'6" draught

- The living quarter is 50/50 arrangement half cuddy, half tent. While sailing I slide away the tent which runs on tracks and fit 3 folding panels, thus having a flush deck. (day stores are then stowed under the cuddy).
- Beams and floats are lashed over rubber so that they can flex.
- I built a folding dinghy (my third one) 8' long, consisting of ply sides and two ply planks at the bottom; sliding thwart keeps it open. Bow stern bottom is fabric used around here to build sheds for automobiles.

The two out riggers are the Hitia 17 hulls with the central hull having the same, but expanded form.

Cat's Corner

Paul Ballard looks at Rio Mino in North West Spain

One of the great benefits of sailing a catamaran is being able to sail in shallow waters and dry out. But, how many rivers are there left in Europe which have crystal clear waters, are unspoilt by modern development and have lovely sandy beaches, even 30 miles from the sea?

I know of only one and that is the River Mino, which runs between Spain and Portugal. For me it is a rare paradise but I am willing to share it and see nature at its most beautiful before modern man destroys it all in the name of progress.

If you have read the Cruising Association handbook you would think twice about entering the River Mino, but that is for monohulls, not us shallow draft people. I would not try to enter the river with a bar in bad weather, but in good weather there should be no worries. Every entrance for the first time is a little apprehensive for me.

After leaving Bayonna with its expensive marina and expensive anchorage you gladly leave, sailing due south down the coast 15 miles to the next port of La Guardia, a very small fishing port. The locals are friendly and there are no charges. The holding ground is good but open to south westerlies. Northerlies are the norm on this coast. This is a good place to stop to visit the Celtic village of Monte Tecla with its stunning views and overlooks the river entrance. Beware the walk up. It is demanding for the fittest but well worth the effort.

Leave La Guardia two hours before high water to cross the bar. I have seen the fishing boats enter at low water neaps, but I would not advise it. The passage from the south of the fortress island has more sheltered water but then you have a head wind to enter. Keep closer to the mainland than the island when approaching the bar which runs due north of the island. Stay in mid channel as you turn towards the hotel with it's sand beach in front. Stay in mid-channel as you sail around the sand spit on the Portuguese side.

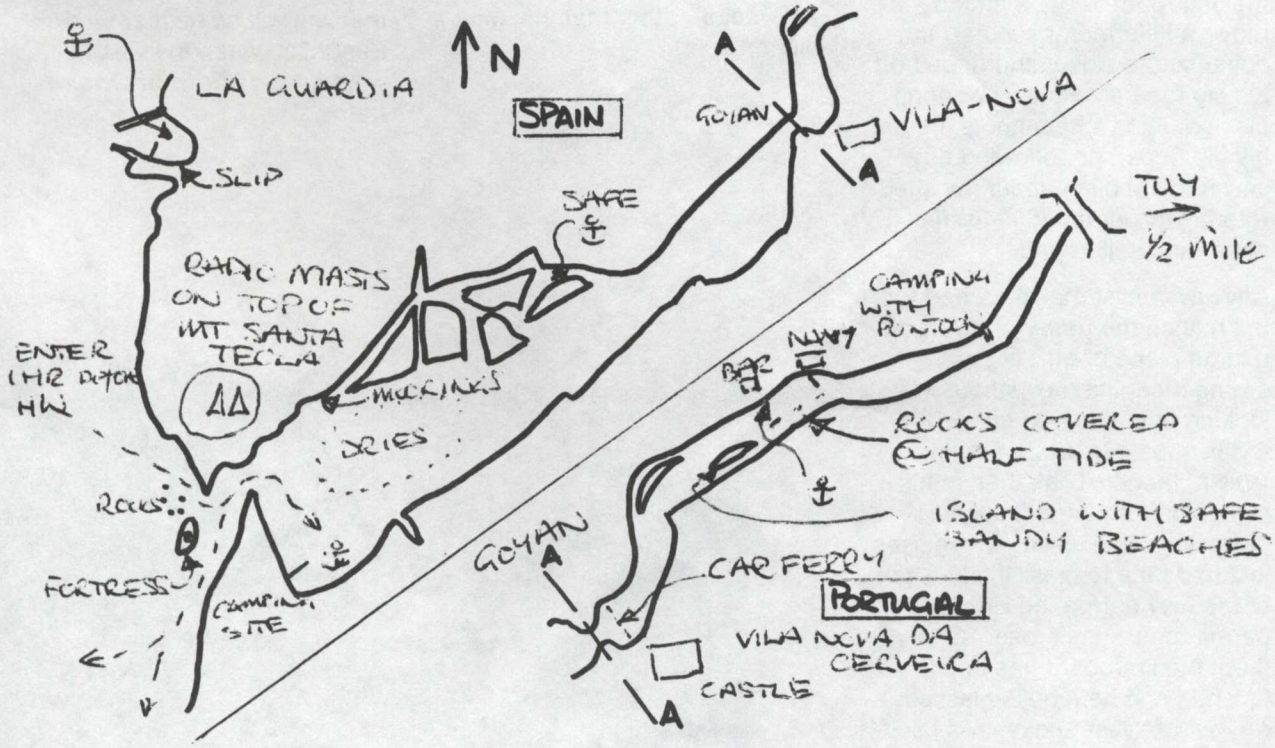
You now have two options:

1) Carry the tide straight up the centre of the river, or
2) Turn towards Caminha and anchor.

There is always water near the moorings. There is a fair current but I always manage with my 2 hp Honda outboard Now just relax and enjoy the scenery. The further up the river you go the more wildlife there is - the list is endless. The two bridges just before Tui have plenty of head room , but with 40ft or more masts check first.

Places of interest:

1) La Guardia - a quaint fishing village
2) Monte Tecla - Celtic village, stunning views
3) Vila Nova - castle, market Thursdays
4) Tui - Cathedral, Market Thursdays
5) Valenca - fortress town, market Wednesdays.



RIO MIÑO

Building - Various reports from around the world.

Mike Cox, Singapore, reports on his Tiki 31.

Last July I started getting impatient with my slow headway building the Tiki (4 years), and found that an old friend of mine (professional yacht builder) was looking for some part time work.. We arranged that he would work on the starboard hull, beams and masts. I supplied a couple cases of beer and rounded up some of the expats I knew, and together we lifted and carried my completed port hull (sans fibre-glass) onto a borrowed trailer. This I towed , with my Jeep, about five miles away to his house and his shed!

One amusing thing that happened was that during the lifting, and staggering, my pal Dylan Evans produced some of the foulest language anybody had heard. The night before. Dylan had roared up to his favourite watering hole on his Harley-Davidson motor bike, and in making room to park, had to move a little motor scooter. In doing so the side stand ripped off his big toe nail. He was wearing his Japanese safety boots, i.e. his flip flops.The following day saw him hobbling about my shed with his toe wrapped in tissue paper and sellotape!!

Anyway, whilst making a bed for the hull on the trailer , I threw off a large piece of off-cut ply. I swung it behind me without looking and it landed fair on Dylan's toe. He swore first in Welsh, then in Thai, then in his own short hand and finally in barrack room English. My misses just had time to clear the kids out of the way before the English parentage issues arose. Since then, the starboard has been finished and both hulls glassed. I ran out of West epoxy, and used. Shell epoxy for the second hull (the result of building 3 Hitia 14's a few years ago). Amazingly. the West epoxy designed for higher temperatures has lasted in workable condition for 7 years! The Shell epoxy is quite nasty stuff by comparison, and the hardener is absolutely toxic. It even steams when you take the lid off. One fellow I know, who built a Jim Brown Sea Runner tri was so burned that he cannot even expose his arms to direct sunlight, and as a consequence sold his boat as soon as it was finished. The project took him 7 years, (he even built his own chronometer).

Anyway, my last time ashore (I work on a drilling rig) was spent mast building. I found some wood, (looks like S American cedar), in 30ft planks. 2" by 8" by 30 ft cost £ 35 per plank here in Thailand. I have a smart young Thai carpenter to help me , and built the two sticks as per plan - quite simple. We also made a jig and are going too use the same timber for the cross beams, rather than all that mind boggling ply wood laminating. But they are going to be extremely strong, as each beam will be capped with a 11\2" Teak plank. Incidentally, we have used US Plywood's resorcinol waterproof glue for the masts and will do so for the beams. We tested it first, and the teak broke, rather than the glue joint.

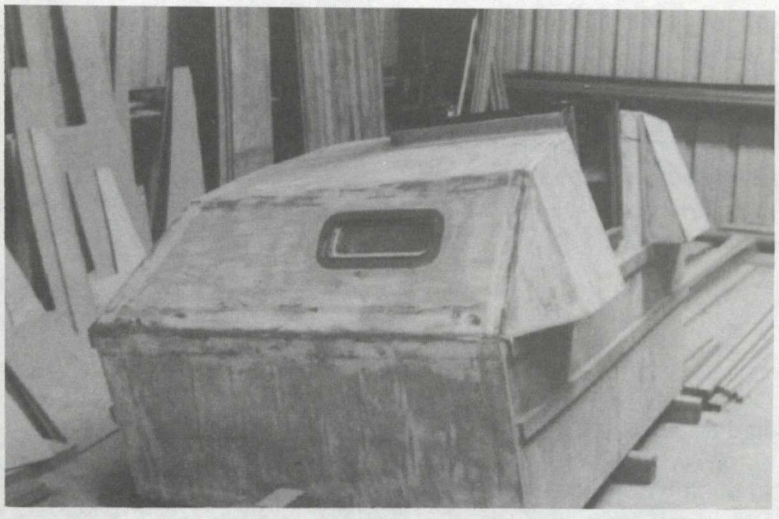
It comes well recommended, also having the reputation of being able to bend and flex without harm. We hope to launch in September this year. Maiden voyage on the tail end of the NE Monsoon down from Bangkok to Singapore, Then up the Malacca Straits into the Adaman Sea to Phuket.

Carl Reynolds, Australia, brings us up to date with his Tangaroa MkIV, "Ohana"

Tikiroa "Viviki" has been sold and on 4 June 1994 Tangaroa Mk IV No 183 was launched. She is named "Ohana" Polynesian for "FAMILY OF THE CANOE" - meaning the people who built the boat and would sail in it).We have put in a full cockpit designed to the shape of the cabin lines . The rear hatches were raised (also to the same basic design as the cabins). The rest of the boat is to James's criteria for the wider version. Construction was in marine ply and cedar. The beams were laminated turpentine, mast aluminium and s/s rigging. Cutter rig was used as I enjoyed sailing on Steve Turners "Imagine" and had no experience of the ketch rig. We are still holding Polycat meets in Sydney - and the next meeting will be held around Sept./Oct. when the weather warms up. ***[Photo of Ohana below.]***

Bob & Cleo Phillips , Seattle, USA with "Kaimalola", Captain Cook.

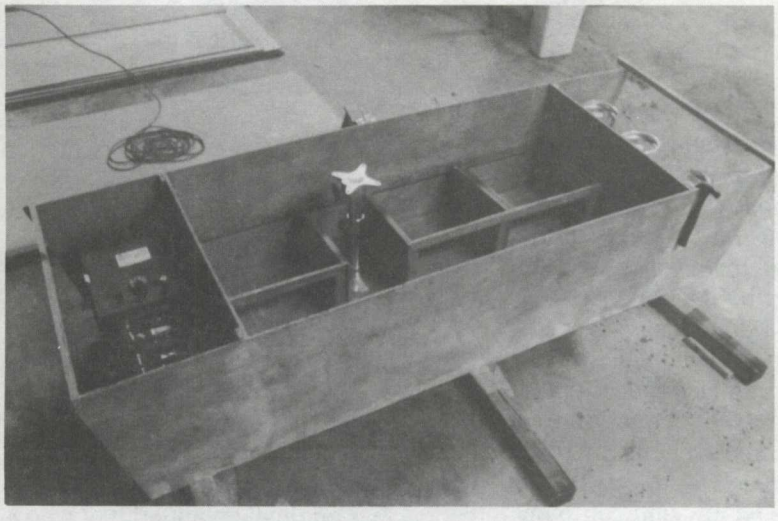
These photo's, sent in by Bob and Cleo, show progress on this beautiful Captain Cook to April this year. They were just about finished with the cockpit, Cleo had started painting some of the exterior pieces - tillers, tiller bar, boarding ramp etc. Bob was busy making shop drawings of metal fittings so that he could sub-contract them out to one of the local fabrication shops. As soon as they had everything painted they planned to move the hulls to water and launch site, hopefully by mid or late summer. Bob was very philosophical when he said "It's been a long six years, about three times as long as we had originally planned, but who's counting?"



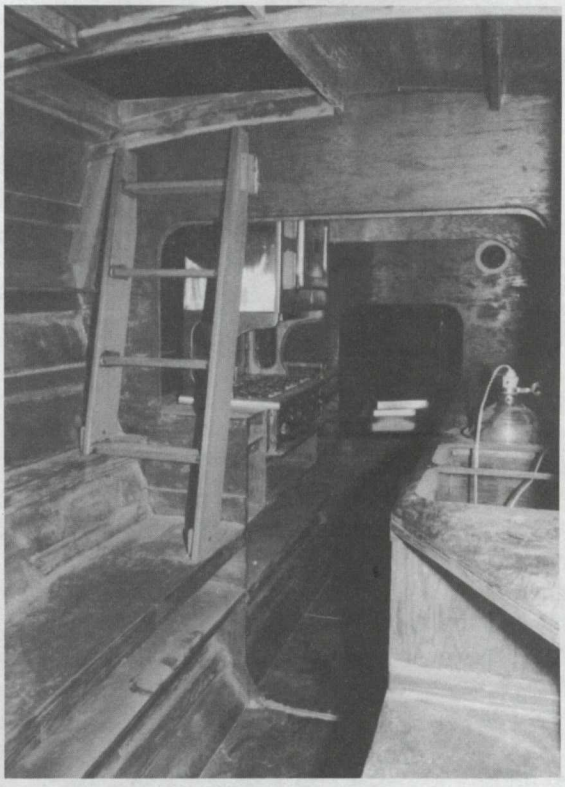
Photos:

Top. Inboard view of the port hull. Note the commercially built hatches on the cabin roof.

Middle. A closer view of the Command Pod, with bronze opening portlight.

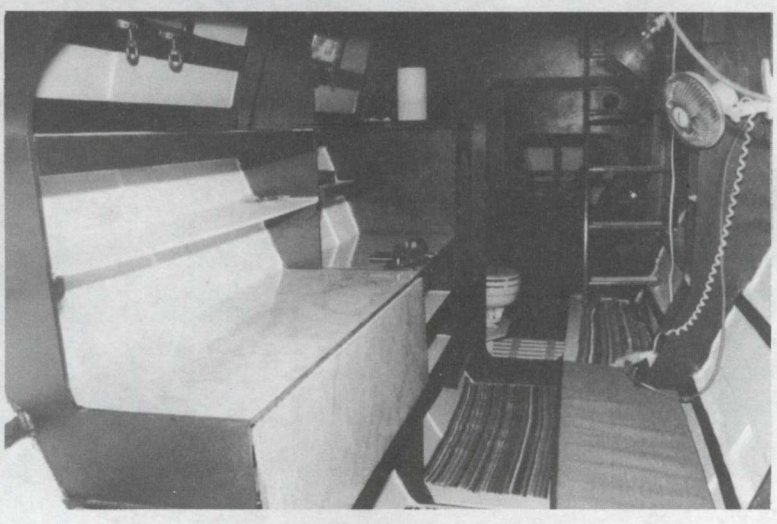


Bottom. The Cockpit under construction. It is a variation of the original designed plans, modified to hold three propane tanks on one side and the gasoline tank and two "jerry" cans on the opposite. All of the combustible vapours will be out in the open between the two hulls for safety. The seat lockers are oriented athwart-ships with an adjustable chair for the steersman. The wheel and autopilot will be situated in front of the chair.



Right. An earlier view of the galley with the "Shipmate" stove in place. Note that with the oven mounted above the surface burners, it is possible to mount the stove without blocking the aisle. Most of the interior has now been painted.

Below Right. This is a view of the interior of the starboard hull looking aft from the forward berth. In the foreground is the Navigation Station/Radio Position with a drop-leaf for doing chart work. The Workbench is next aft with a wet locker just beyond. In the next compartment is the marine toilet with a sit-down shower (see the grating with a shower drain under), a wash basin just visible on the right hand side and the after bunk area in the far background. We had just finished putting down the Formica on the countertops.



Postscript, May. Since these photographs were taken, we have finished putting Formica on the countertops in both hulls. I've installed runners for the sliding panels in the shelves in the Galley. Cleo has started painting some of the exterior parts with the one-part Polyurethane paint. I'm still finishing the Cockpit. We have the helmsman's chair and the autopilot (Autohelm 4000S) on hand. We have a Vetus flexible Waste Tank for the marine toilet which will have to go under the deck in the stern berth area. I have also got four 14.5 gallon Vetus flexible water tanks for our fresh water supply. Those will be located under the forward berth in both hulls (two in each). We have started negotiations with the local trucking company for moving the hulls to Baffin Bay once we have completed painting all the exteriors (Don't ask! God hasn't told me yet. Well, maybe July or August. Who knows?).

As soon as we've got everything painted we will be moving the hulls to water and launch site, hopefully by mid or late summer. It has been a long six years, about three times as long as we had originally planned, but who's counting?

CARLO CLAVI, CONNECTICUT, USA reports on his Captain Cook project.

A note on the latest happenings with my Captain Cook construction project. Building the starboard hull last year I thought a lot about turning it right side up. I have to say that years ago I had a bad encounter with an 8 ft ladder and since then I distrust such things and scaffolds as well. Thinking of climbing hundreds of times and handling electrical hand tools "over there" didn't appeal too much. I also work alone and I belong to what they euphemistically call third age, minimising climbing ought to help both safety and muscles.

I thought that the hull could be turned on a pair of wheels, they could position the hull anyway I wanted to work on it and my feet would be on the shed floor much more. I never heard of any such system though, I sketched and pondered for a while and the result of this backyard engineering are shown in the attached press cutting. Now the wheels are for real and they work very well. I confess that the first caused emotion though, it seemed unreal that the monster could be turned so easily.

The system works in a space that's 9'6" high and 9' wide., the latter being the diameter of the wheels. These contain the hull completely in their profile, including stem and stern, and consist of four sections that bolt together precisely and "wrap" around the hull. Turning the hull requires two, controlling each wheel and working in synch. The "twist" of the hull length wise is much less than I expected at this construction stage. During the turn some effort is required to overcome the unbalanced weight of the hull in respect to the centre of rotation of the wheels, but not too much . It requires a few minutes only to turn the hull, set it in the right positioned "brake" the wheels tightening the bolts in the lower guides. To set the hull on the wheels I had first to lift about 18" from the position was built on the floor, on the "legs" according to plans. Had I thought of it in advance, the legs could have been 18" longer saving the operation. Also, I had to build the lifting pillars too, since I didn't design them into the shed originally. The drawback of all this? About 600 US dollars poorer for wood and fasteners and 100 hours of labour and fussing around. Worth the experience though and a lot of future climbing around.

Right now the temperature here varies between 35 and 0 degrees F, way too cold to do anything reliably with epoxy. With the hull set laying on the starboard side I am trimming the keel to add the keel strips, making such strips, preparing all the planking butts, trimming the sheer side of the planking, preparing the pieces to double the stringer at the sheer and other jobs until the temperature is warm enough. (I am perhaps the first builder of JW's boats who works on his belly to reach for the butts that go into the bilge. *[Don't count on that Carl, I have done the same on my Tanenui project - Adrian].* Then I'll turn the hull and repeat the port side. Next I'll do some test on the "twisting" of the hull at various stages and let you know, perhaps they will add to the Captain Cook literature some numbers that give you an idea in terms if the hull twist.

If anybody is interested in such a system I'll be glad to give more information. Incidentally, following the plans one by one I also accumulated a number of practical notes on the Captain Cook construction, up to hull planking thus far.

Such notes don't take away from the plans, but I believe they add to, clarify, suggest better ways and so forth.

Please tell me if it's worthwhile to clean them up and making them available through Sailorman.I sympathise with Mike Croft's words about "the loneliness of the long term boat builder". Fortunately I found Bob Phillips who is building his Captain Cook in Texas and is almost sailing away by now. He shores me up and in writing to each other we found that lone boat builders have a host of unsuspected interests! Incidentally, Mike's conversion of the aft cabin (as described in his article) must have played subliminally, because one day I came up with the idea of extending the cabin top 20" aft, eliminating the sleeping toilet, wet locker and other uses. I'll send you something when the idea has taken form more precisely. Thanks Mike!

Below: Carlo at work. Note the hull turning rig.

Launching - Japanese style.

Shige Nakamura reports on the small party held to launch a Tiki 21

We have just launched Tiki 21, no. 623, " Tege jima ni fuku kaze", which means "The wind blowing to Tege island" on 10 July 1994. Tege is Okinawa word, Taigai in Japanese, mama-fufu in Chinese, means some abstract notion that 'don't stick to one thing' or 'about', 'don't think seriously' etc. We've celebrated her launch with many guests (more than one hundred including many physically and mentally disabled people), with much beer, wine, sake, awamori (Okinawan spirit).

At first, the music band has began to play an Okinawan song and then special drinks were poured to 'Tege' to pray for the sea-god of everywhere in the world because the original boat design is Polynesia and England, built in Japan, the boat name includes Okinawan word. Then 'Kampai (Cheers!). And she went into the sea. It was like a festival! After some sea trials, we've sailed with guests, as many as possible. She could sail with more than 14 people and still faster than a board sailor!

I cannot forget some physically disabled woman who has said ' if I were physically sound, I would have lived on the boat like her all the year around!

I and Mr. Kajino has assisted the building of her for many hours so we really enjoyed her launch and sailing. She has sailed about 10 knot with 3 crew and F4 wind. We are planning a long coastal trekking this summer!

Photos: Top. The party starts- music plus drinks on beach.

Middle. Wet hulls. Mr Kajino in hat, me with eye shades.

Bottom. The first sail.

Lifestyle-living and building the Warnberg way.

Self sufficiency and building come together.

Larry Warnberg and Marge Welling, Washington State USA

Our boat, a Pahi 31-"Arcana", completed May'92, took 7 years from buying plans to launching. What a time! That story is a whole book itself. We farm oysters on Willapa Bay in SW Washington State. We borrowed no money, buying materials as we could afford them, living in our 24' lifeboat. No phone, no car, but good bikes, a hutch of rabbits and a wonderful garden. Perhaps you've seen a fairly new book by Anne Hill "Voyaging on a Small Income". we share her money philosophy, living well on a small income. Over the years we put about $25,000(US) into the project, but that included some extra items like a 12V desalinator ($1,500), a photovoltaic power supply for the shop ($2,500), and the shop itself ($1,000), which floats on occasion. We bought a full set of sails from Jeckells early on when the dollar was strong against the pound: $6,000. I'm sure they would cost a lot more now. They are excellent sails, and I am very happy with the cutter rig.

Our oyster business, like most farming, keeps us closely tied to the home. We haven't crossed the bar yet for ocean sailing, but maybe this summer we'll get away for a cruise to Puget Sound. Meanwhile, we love sailing Arcana on our bay. This is very challenging water due to extensive tide flats (80% of the bay) and narrow channels with strong currents.

The first 6 months we sailed without an auxiliary, but these were exciting times when we had to pole or paddle back to the mooring when the wind quit and the ebb threatened to take us out

So I bought a good used 6HP Johnson outboard which moves the boat nicely, though I can hardly abide the stink and the noise. We use it sparingly.

There is a commercial boat basin nearby, but we never go in there. With a 20" draft we can easily bring Arcana to our mooring on the upper tideland , adjacent to our oyster operation, lifeboat etc. No mooring fees, no bumps from careless boaters, no curious tourists climbing on the decks. Arcana is happy sitting on the mud at low tide. A large lump of Spartina breaks most of the winter storm wave action, so there's little pounding on the bottom. It is somewhat limiting to come and go only at high tide, but usually we manage.

About a month ago, in Dec, we were confronted with some very rough weather. It was on a trip to the Northwest of the Bay. We knew from the weather forecast that a gale was predicted, but thought we were ready for some heavy weather experience. With a good 20-25 mph breeze we were moving nicely, full sail up. But we approached the mouth of a river just as a cold front hit, sending a 50 mph gust of wind roaring down the river valley and nearly knocking us over. The windward hull was out of the water, decks at 45°, so we hung for several seconds right on the edge. I thought we were finished. But I pushed the tiller over, she came into the wind slowly and settled down. We dropped sail faster than ever before! The sea became quite rough, I had to crawl forward to get the storm sails (new, unused, never out of the bag) from the bottom of the locker. But with storm sails up Arcana was controllable. We tacked 4 miles across the Bay through 6 ft steep breaking waves and wind gusting over 60mph. What a ride! There was surprisingly little spray, but lots of motion. Finally in the lee of a small island we threw an anchor and hung on for 2 days as the wind shrieked and rain pelted us. We were too sick and scared to eat or sleep much. Just huddled in the damp bunk wondering if the anchor would drag (it didn't) or the 1" nylon rope would part (it held) or the anchor cleat would pull apart (no problem). According to a report from a nearby Coast Guard Station, the wind peaked at 112 mph. A few hours after the storm passed. The wind dropped to 30 mph. It felt like a welcome breeze, so we eagerly raised the anchor (that took some doing as the Danforth had ploughed deep into the soft sand) and we tacked the final 12 miles home into a head wind. The moral of the story is, of course, don't wait too, long to reef sails. Something I had to learn the hard way.

In retrospect, it was a good experience. Arcana is a very tough capable boat. I should add that we omitted the dagger boards, figuring they would be a hazard in this shallow bay with numerous oyster reefs. After sailing a few weeks post launching, I was curious if anti-vortex keel fins would help, so I added a pair. Improvement in tacking was minimal . I don't think it was worth the effort. She tacks fine without the fins, which broke off from pounding on the bottom during the storm we were in. We have sailed alongside a centreboard daysailer (Lightning) and pointing angle is comparable, so I'm happy. A big advantage of leaving the dagger boards out is better sail lockers in the bow, and clear foredeck space.

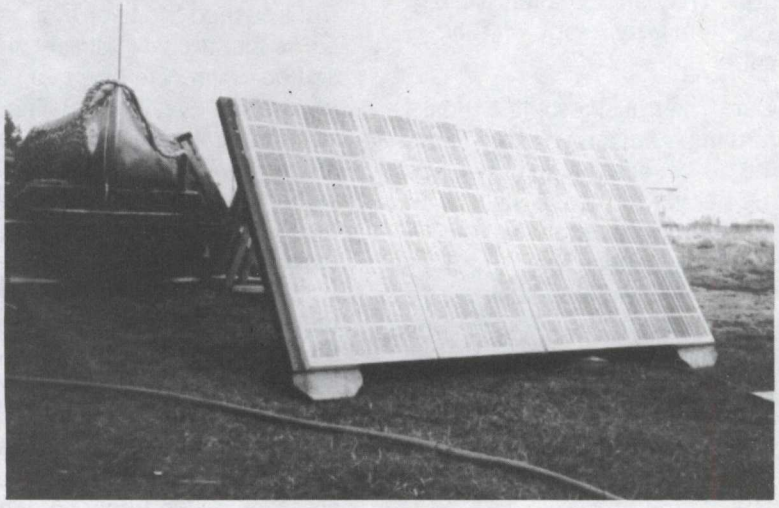
Another change from the plans is the absence of cockpits or slatted decks between the hulls. This was partly because I ran out of money, materials and I was eager to go sailing after 7 years of work. So I put inexpensive nylon shrimp netting in place for the length of the boat. The lack of seats and lockers is a disadvantage of course, but there is a big weight saving , less maintenance and there is room to carry 2 kayaks on the net between the hulls. My partner Marge is strongly in favour of installing cockpits and decks for the added convenience and comfort, so eventually we'll build them.

Meanwhile, we enjoy sailing Arcana very much. Ours is the only sail boat in the Bay over 20' long. So we feel proud and fortunate to own such a fine craft.

Photos left. Quonset hut is greenhouse flat fibreglass on pvc ribs. Float deck is ferrocement; ½" skin of burlap sacks soaked in Portland cement laid into female mould carved in ground (lined with poly), 600 one gallon plastic milk jugs form air cells, a packing of sawdust cement to hold jugs in place and provide flat surface to nail ½" ply decking for shop floor. With the cat done, we converted shop to oyster business office.

Photo above. In the winter extreme high tides flood the field around our shop and boats, hence 600 plastic milk jugs.

RightFour 50 watt panels charge 4 deep cycle batteries for shop power. Some tools were 12vdc (vacuum) , but most were 120vdc, so we had a large 2K watt invertor. Enough power to run the table saw or worm drive Skilsaw



Photos. Left. Shop is 8'x35'. Just big enough for one hull. Double doors allow us to remove hull for turning on grass. About 15 friends needed, plus plenty of beer and oysters.

Middle. Central netting and kayak instead of dinghy

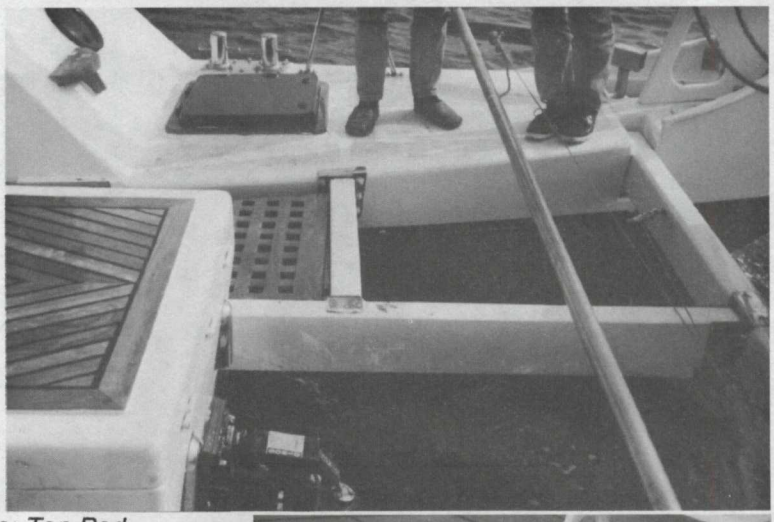
Bottom. Arcana on the putty. The ability to sail close to shore is often appreciated

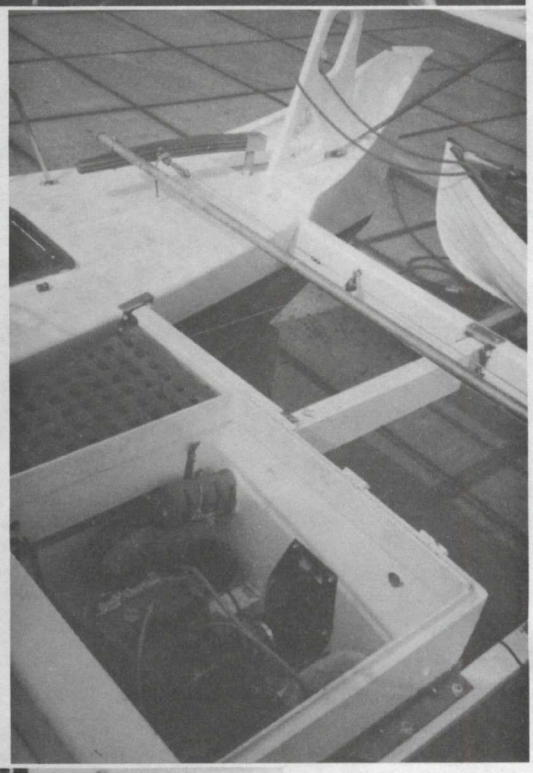
Building - Engine pod

Anita Paap, Netherlands reports on the addition of an engine pod to Captain Cook, 'Bon Bini'

We took "Bon Bini", our Captain Cook, for a trip to Germany and Denmark last year. We are very pleased with her. Also we took full advantage of our Yanmar engine with the Sonic tail going in very rough seas in order to get to ports of Dutch and German islands. The only thing is that our last long beam is going backwards because of the weight. We put stainless steel thick strips in the beams holes to avoid this. Next week when she goes ashore we want to lift the stern beam a little to make more balance.

We have heard that Banana from Oelke Bos has been sold to a Dutchman and is in Denmark at the moment. (Banana is the Captain Cook featured in the Wharram Design Book - Adrian). Two weeks ago we were at a meeting organised by a Dutch sailing magazine, specially for people who want to leave for a long journey. When we said to the editors that we had a Wharram catamaran, their reaction was: " Ah - Wharram, always going strong". That's nice to hear, isn't it? A week later they phoned us. We were one of 3 selected out of the 40 is to give an interview about us, the boat and leaving the Netherlands. We had to refuse as we are not leaving this year.
We have a lot of work to do next month. painting her again and bringing log and depth meters into her hull; installation of radar and making a system to charge 4 separate batteries. This with the one hundred other small things that have to be done before leaving for a long voyage. If we do go this year or next year depends on whether we are ready in time to pass the Gulf of Biscay before September. We will make a final decision at the end of June/ beginning of July.





Photos: Top Pod, outdrive and beams complete.

Right Pod with lid off showing engine installed

Bottom Hoisting the pod into place

News From Sea People

Worldwide round up of the latest news

AMERICA

Gene Perry

Wrote from Florida to say he is getting many very enjoyable days sailing in his Tiki 21" Pahliuli", and the weekend he wrote was going out to meet the Whitbread fleet as they left Ft. Lauderdale heading north.

Ed. No Police helicopters mentioned, before you all write in.....

Steve Howe

Writes to say he's off to a good start with his Tiki 26, he was about to build a shed to start assembling the hulls.

AUSTRIA

Meinhard Koch castigates the Editor for getting both his post code & his boat type WRONG in No 23. He sails a Tiki 26 not 28. *Ed-Scott, Oops, sorry M.., oh hell I can't read your name on this note so I guess I'm in trouble again.....*

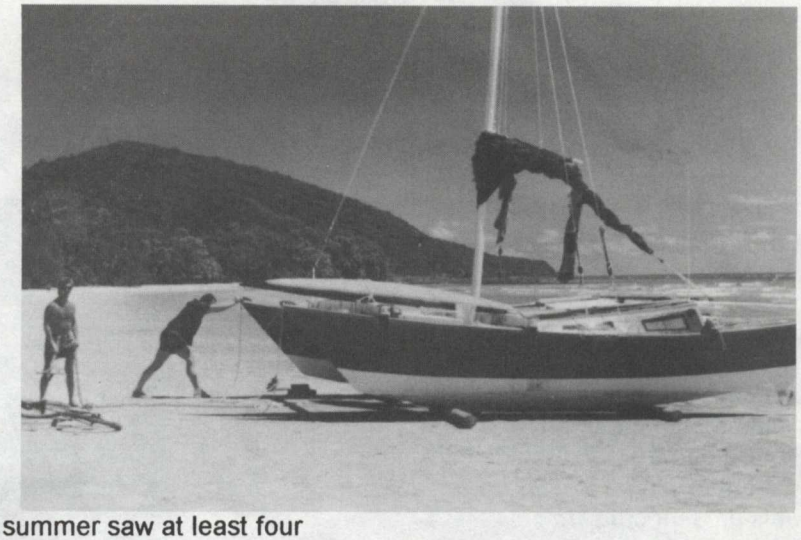
Gerald Winkler

Gerald on the other hand says....congratulations on the last mag.,' I really enjoy the lively style.....'

Ed.- Scott Ah now there's a man with real taste!

Gerald also sent through the following:

'Kananaskis' (first GRP Tiki 26 in Austria) was launched at the Neusiedlersee (50km SE of Vienna) 15th May. She was trailed from Torpoint (Imagine) to Vienna this Easter, at some kind of sailaway stage, without any major problems. After final completion and outfit in Vienna, she is now berthed at Marina Podersdorf in good company of six other Wharram catamarans (one Tane, two other Tiki 26's and two 21's and one Hitia 17).



This summer saw at least four Tiki 26 cruising in the Med (which is really not a bad place for sailing). Two are reported of sailing currently in the Adriatic, the a.m. boat completed a circumnavigation of Corsica with stops at the islands of Capraia and Elba. Start and end point had been in northwest Italy. In south Corsica another Austrian Tiki 26 (professionally built in Germany with extraordinary beautiful finish) was accidentally met on her way from southern France to Sardinia.

For September/October an autumn meeting is planned at the Neusiedlersee, which has the top ranking with regard to sailing within all lakes in Europe. This will be the first Wharram boat meeting in Austria. Everybody interested is welcome. For details, please contact Gerald Winkler (67 49 505, Vienna)

AUSTRALIA

Fritz Halmer.

My Tiki (Aussie Explorer) was launched on the 10th September 1993 and was such a delight to build as it is to sail. I had no trouble following plans or directions. It is the first boat I have ever built, but won't be the last. I must thank all of you and staff for a wonderful design. The Tiki took 4 months to build and a total cost of A$8000.00. Polyester resin kept the cost down as did

Above. Fritz Halmers Tiki 26, beach launched.

buying timber in bulk. As for sailing the Tiki, I have never felt threatened. I have lived aboard since the launch and have travelled approx 5000 nautical miles (from Cairns where it was launched to Gove, most of the way to Darwin).I did snap the mast once, (my fault!). It was an aluminium mast and I had a full set of sail up in a 32 knot breeze and was hit by a gust. The only other drama was the main beam. Under stress it cracked due to a knot in the timber. But it didn't let go completely. My Tiki will be up for sail soon, I am thinking of bigger and better things, (Tehini). The Tiki has changed my life, Thank you.

EW Ballantyne

'Very pleased with my Tiki26. I sail and fish in her....so far caught about 5000.....eat & give them away - so build a Tiki - no fuel costs!'

BELGIUM

Jacques Grassart:

aims to be sailing south in his Tangaroa "Allegro" by the end of this (N. Hemisphere) summer. Allegro has been undergoing a refit in England, converted to cutter rig etc. Jacques is taking his Ham radio exam for SW communication while he is cruising.

Photo right. Fireweed under full sail

Ed- Adrian. I last saw 'Allegro' at Millbrook during the August summer meet. She looked great, following Steve Turner's work over the past few months.

CANADA

Clement Emond

On the magazine.....'.very interesting, informative. Please, more photo's.' Clement is thinking about owning a Tiki 26, to replace his present cruiser.

Ed.-Scott Thanks Clement, on photo's, I placed 18 in the last magazine, a higher percentage than ever, and although I would like even more, we have to pay per photo when printing, and also people have to send in suitable pictures.....

Ed Beard

The weather over here has not been great so far. a few days close to 20°C but most of the time around 11°C, with a good deal of rain. Of course this was bound to happen as I had planned to completely paint "Fireweed" from mast head to keel.

Did all the insulation in the port hull this past winter. ¾" Styrofoam between the stringers and 1/8" cork glued over all, then 3 coats of latex paint. Right now I'm figuring out how to mount a wind generator I've purchased. Have finished a new set of outboard bulwarks which I will mount. Then put a dome on the port hatch, so that I can keep watch from that side under autopilot. I'm also designing a deck tent and rigging up a wind vane. Poor girl keeps sinking lower and lower. Will be raising her marks again this year. Third time since I launched her. She now draws thirty inches!!

Leave for holidays on 6 July and don't have to be back until 28 Sept....By then hope to have the chores finished and have had a couple of months sailing.

GERMANY

Klaus Neumann

Has sold his Tanenui and is thinking about his next boat. Robert Beier

Robert, from Langen hahn, says his Tiki 31 is nearly ready.

Ed.-Scott Well done, write & tell us about how it sails.

ITALY

Fabio Vitale:

is interested in organising a Mediterranean Meet for next season.

Fabio trails his Tiki 21, so is not limited in where the meet is held. Other people who fancy getting involved, either trailing or sailing to a meet, contact PCA office or Fabio direct at: Via Zezio 36, Como, 22100, Italy.

SWITZERLAND

Alain Jacot-Descombes & Florence Roost

They are off again in their HT having failed to sell it to buy a Narai. This time anti-clockwise round South America, against the Humbolt Current.....

UK.

Chris Wilson (Wilts)

Chris is thinking of building a Tiki 30, he apologises for the Vivacity he sails at present.

Ed.-Scott Nothing wrong with the Vivacity Chris, but there again when you have tasted the real thing.....

Simon Rand

Wrote to tell me he has the finest looking Tanenui afloat, but he didn't include a photo either.....

David Barker

David has a Tanenui "Redwind" which has a number of modifications, including "wings" on the inside of his cabins to give more internal room, and widening the overall beam.

Chris Bayly

Chris is refitting his stretched(50') ORO "Morialta", hoping to be sailing again by the end of this Summer, and will be available for Charter.

G. Stanton Geary

On the articles published in Seapeople, it would be helpful to the reader if at the heading the type of Wharram design is noted. Sometimes I read an entire article and don't know what kind of boat they were on. Also any info on handling their vessels in storm conditions and on their methods of self steering would be helpful.

Ed-Scott. The missing note on "which design" was a problem with No 22, which I saw immediately it came back from the printers, and have been told of by countless people since! I think I addressed it quite well in No23 though, and we also had an article from Rory on self steering. Storm tactics is a subject in its

own right and I would be happy to assemble an article if people send in their experiences. Not everyone gets caught out in storms though, and the Wharram designs cope so well it is often of secondary importance to the cruise as a whole. As a general note, the content of articles is down to the members submitting them, I can only ask.....

News just arrived before going to press.

AUSTRALIA

John Doherty, Northern Territory

John and Scott have been having a long distance 'conflab' over the mag, and John has sent an extensive Tiki 21 build article. It has some interesting points and I shall look to publish it in the next edition. When asked if he could provide an article for Cat's Corner on John's local sailing area, he replied :

" The river I sail out of is full of crocodiles and sharks and more than likely would not appeal to any Dutch sailors (a complaint that Dutch sailors want details about non UK waters!). I've been there for 6 years and only one sail boat has ever ventured in."

NETHERLANDS

Nico Boon has sent the following on a unique Tiki 23

Helmut Wams is a member of the Dutch Catamaran and trimaran club since 1971. In 1971 he built a Tangaroa . He lengthened it out to 11m. He found that after sailing this for a while, by changing the mast from solid fir to aluminium section, it lessened the pitching substantially. It lowered the centre of gravity.

He then studied the Tiki 21 drawings and decided to have at least sitting headroom under the cabin top and a bottom beam as wide as possible. The sides came up 10 cm higher. As the total displacement will increase, he also decided to double the bottom stringer width. He lengthened the centre of the boat by 1 foot to give an overall length of 23 feet. The interior is considerably larger than the Tiki 21. Because of the extra size, the rig was increased. Once you start to change one thing, everything else follows. The sailing plans for 1995 are now being made. The hulls are nearly decked. The rudders have endplates, the beams have been given the Tiki 26 form and construction. Both are already finished. Not strange that Tiki 26 connection. Hans Dekker living nearby in Defzijl, owns one, equipped with all the electronic help you can imagine, including radar. He is building up a database of sailing facts of the design. His boat has been built in accordance with the plans.

Gerard Janssen sent a late letter and photographs

He asks for a number of things, (Mike Crofts, please send back the photos!), a good woman to help him a to sail to where ever (or is that a bad woman Gerard?). Most important - please write to him to encourage him. He is now at that dreaded mid stage where the enthusiasm of the start of the project has waned and the end is not in sight. ...We've been there, and friends/family help us; be a family to Gerard

Gerald's address Postbus 3210 3274 ZG Heinenoord Netherlands Tel ++ 31 1862 4704

Photo below.Gerard Janssen hard at work

UK

Alex Heywood

Alex is performing one of those juggling tricks that gives us all nightmares. He is building a Tiki 31(No 81) in a 30ft garage. Yep, you guessed it, he is building it across the garage diagonal.

To get the hulls to line up, a system of blocks and tackles were employed - ask Alex for details - which will now be replaced by building stands. The cat will have to be moved into the centre of the garage soon, with the bow sticking through the front. Alex needs the space to fit the cabin tops etc. . If you are near Pevensey Road, St Leonard on Sea, Sussex, the boat can be viewed...call Alex first.

This must qualify, together with Tim Deacon's Hitia 17 build 4 years ago, as the smallest building spaces... that is unless you something we don't...please write and tell us S&A

USA

Cor Kors, Washington State

Now has based his modified Tane in Brinnon at Pleasant Harbor Marina. Cor reports that she sails well, but still requires the gap between the rudder and hull to be sorted to 6 inches above waterline level. He believes that turbulence is created at 10-12 knots boat speed, 20-25 knots wind speed, that affects this area. He intends to come to the boat show in Southampton this fall.

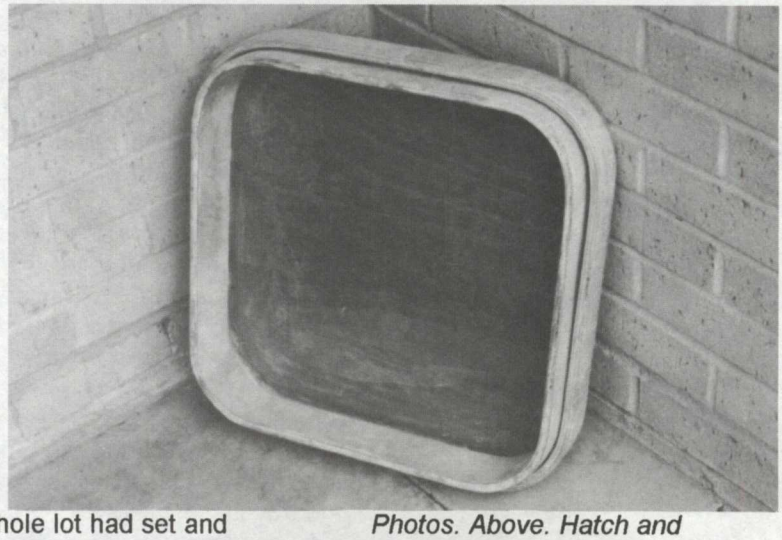
Building- Hatches bent to shape.

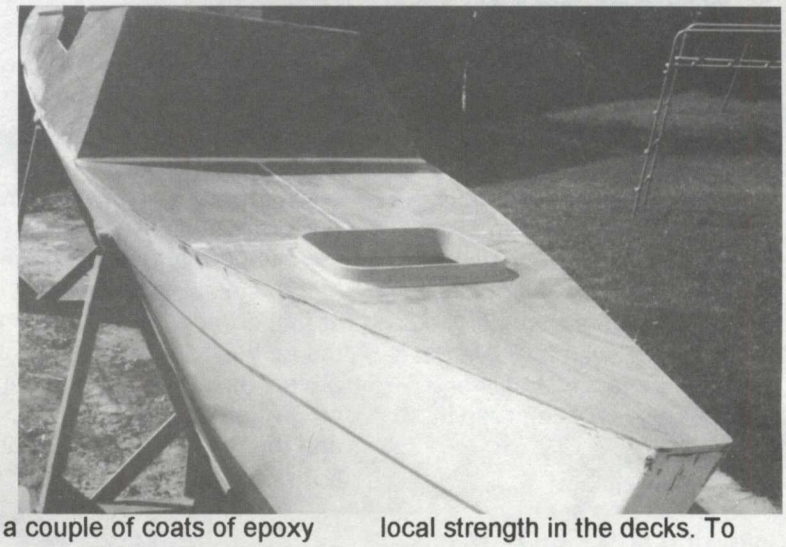
Adrian Honeybill shows how to make alternate hatches.

Progress on the building of the hybrid Tanenui/Tiki 26 has seen a couple of interesting developments. The first has been the use of laminated birch ply for the hatch coamings and lids. The second has been the siting and reinforcing of the hull to accept the Tiki 26 beams.

The idea of birch ply laminating first came to me after visiting Paul Smithson whilst he was building his Captain Cook. He was using laminated birch ply for all the coamings. The point that came out was the flexibility of 3mm birch ply, suitably cut to take advantage of the grain, when compared to ordinary hardwood ply of similar thickness.

A year later, I started to design the hatches and came up with the idea of making a former and bending strips of ply around the former. The lengths were trimmed insitu and the layers (3 in all) were built up dry. The clamping of the strips to the former was by using 'G' clamps. The strips were then dismantled, and glued using epoxy with colloidal silica filler only. The coaming was protected from the clamps by scrap pieces of 4mm ply. The assembled coaming was then left on the former for 24 hours to set and harden. After that, the clamps were released and the coaming slid out of the former. To make the hatch, the coaming was put back onto the former and an additional sacrificial 2mm wide strip of birch ply wrapped around the coaming, before building up another 3 layers of ply. The process was the same as above. When the assembly was released, again after 24 hours, the sacrificial strip was removed, leaving two 'rings' that precisely slipped one inside the other. To make the basic hatch, the outer ring was levelled off with a plane and Aven trimmer tool and the a suitable sheet of 9mm ply was placed on a flat surface, the ring placed on top and epoxied onto the ring. When the whole lot had set and hardened, a friends router was pressed into service and a quarter round edge given to the now upper edge. The photograph below shows the finished result after a couple of coats of epoxy had been rolled on. The former was made from 9mm ply and some p.a.r. softwood. The shaping of the corners was done by hand.





Photos. Above. Hatch and coaming, ready for installing Below. Coaming epoxied into position on rear deck.

Although the process is trifle fiddly, the end result is well worth the effort. There is still more work to do, adding seals and other bits and pieces. If mistakes are made, epoxy plus appropriate filler are a 'God send', as is the random orbital sander to flat back when set. The hatches and coamings are now painted with 2 pack polyurethane (thanks to a scrap yard who regularly buys out of date , but perfectly good ex MOD supplies).

The Tanenui has flat decks at upper bulwark level. The beams are ex Tiki 26, via Steve Turner, in grp. To mount them requires local strength in the decks. To provide this, pads of 12" square ply were epoxied in under the appropriate points. The total thickness was made up to 24 mm with 2,12 mm sheets. As an extra measure, 12mm ply knees were added. All that is now required is the locating of the bearing/locating pads on the beams(screwed) and on the decks (bolted).

Finally, the rig will consist of an aluminium mast (fittings via Steve Turner)and sails which have been already made by Don at D sails. They are basically Tiki 26 with suitable mods for the new dimensions of the 28' hulls.

I now reckon that building will be completed this autumn. Its then back down to Portsmouth Harbour and the pleasures of the Solent and France!!

The Cookie almost crumbles.

Rory McDougall reveals the excitement of the Pacific leg of this Tiki 21 adventure to New Zealand

Departing from an island paradise is never an easy task and Rarotonga is no exception. I set sail from the small, secure fishing harbour of Avatiu aboard Cookie, a modified Tiki 21 catamaran which is my home, world-wide transport and faithful travel companion rolled into one. For the previous ten days Rarotonga had been a safe friendly haven away from the lonely wastes of the sea, giving me social contact, cultural stimulation and spectacular land on which to roam and stretch my wobbly legs. However, the thought of my partner Lara in New Zealand and the fact I had only enough money remaining to buy the month's provisions it would take to sail spurred me on to get going.

The last week of my stay found me jogging each day to the meteorological station near the airport to study local weather patterns and to build up my fitness for the next leg which I felt could be a tough one. By July 28, 1992, Cookie is stowed with water and food in the bilge's and a slightly mad young sailor aboard is champing at the bit, impatient to reduce the miles between himself and New Zealand where loved ones and a more comfortable land existence awaits. If only I knew what it would it would take to get there, I wouldn't have been in such a hurry to leave.

As the distinct craggy outline of Rarotonga slipped away between Cookie's sterns I felt content in my choice of being out at sea, isolated aboard my tiny yacht. It had taken thousands of watery miles from England to finally overcome the fears and loneliness of single-handed sailing and now I was happy to be tackling the elements one last time before tying Cookie securely to a mooring somewhere in Auckland Harbour.

I settled quickly into the routine of ocean life aboard, talking happily to myself, Cookie and the surrounding sea life. A typical day would, of course, start with my stomach! A hearty bowl of porridge, rice pudding or a baked loaf of bread would do the trick, with each sweet mouthful savoured knowing that the next culinary delight didn't occur until teatime. I found that a large carbohydrate meal at the ends of the day were sufficient and reduced the hassle of cooking which isn't easy at the best of times. On rough days, which is anything above a force three unless downwind, I would heave Cookie to for a drier less stressful session in the galley. During the morning and at midday I played with the sextant to find out our whereabouts and then plotted it on the chart for a visual boost to convince myself that we are actually getting somewhere. Evenings brought a nice hot rice or pasta stew often fortified with garlic and chilli peppers to see me through the long nights. Good job I was alone with the body aromas that followed. In between these daily chores, I tweaked the strings on Cookie and lost myself in the latest spy novel.

The trip got off to a good start with a couple of 140 mile days giving good morale even though the weather was changeable and showers. The first mishap occurred during the inky black hours of darkness of the third morning, when I heard a distinct **bang** and felt a different motion to Cookie. Upon inspection a stainless eyebolt had sheared off which secured the trampoline and mainsheet traveller to the stern starboard hull. Chaos prevailed with the mainsheet flapping and the rolled-up inflatable dinghy being towed behind like a sea anchor. It took an hour or so to clear up the mess and effect a repair with a time honoured rope lashing whilst positioning the bicycle lamp on deck. It was so dark that all I could see were the glittering phosphorescence of the whitecaps. Why do these things always happen on the deepest, darkest nights? The only casualty being a petrol can washed overboard now giving me half the reserves of cooking fuel. I wondered who would find the can one day? Rubbish is all I ever found floating around. From then on I decided to ration the cooking, so stopped making bread and started soaking dried foods to cut down the cooking time.

Temperatures were still mild enough at this stage to venture on deck at night in just an oilskin jacket and nothing else. I wore the least possible on deck because spray would always soak me and skin is easier to dry with a towel once below rather than fight with layers of clothing. Nakedness can be risky though. One night whilst crouching on the trampoline, a flying fish swam aboard in a wave and proceeded to have a flapping fit right in my crotch! I nearly died laughing but only after jumping to my feet in self preservation.

Day eleven and it's time to take a close look at Raoul Island in the Kermadec group. We closed with the island during the night then lay-a-hull until daylight for further investigations. Once around the western headland, fluky winds had us pointed in all directions. In Denham Bay the northerly now blowing screamed down from the sheer cliff tops in willywaws sending spray airborne and booming in the luffing sails. This and the wrecked freighter on the beach seemed a bad omen telling me to stay away so I gladly hightailed Cookie out to sea again seeking sea room away from the Kermadecs before the next blow. During the previous week we encountered a westerly front of 35 knots and with another approaching fast it was time to flee from those nasty hard things called rocks.

Through the night and next day northerly built up until the first gale raged upon us which wasn't surprising with a barometer drop of 25 Mb in two days. Dog tired but I pushed on making good progress until deciding to lie-a-

hull finally as the front passed through with wind gusts up to force 9. It then becomes just a bit silly to keep sailing especially at night. A good night's sleep tucked up inside was greatly preferable and long overdue. At this stage the voyage turned into a slog of endurance rather than enjoyment, although I did gain a sense of achievement after Cookie had weathered this first storm. Sleep was always scarce in rough weather, but when I did drop off vivid dreams played like full colour movies behind my eyelids appearing so real it sometimes took a while to remember where I was upon waking.

Tuesday 11th August 1992 officially didn't happen aboard Cookie after the sunsight put us across the dateline, effectively jumping us a day forward. This gave different equations to calculate in the sunsight, creating a little more mental stimulation until I got used to it again. We were now 450 miles from Auckland after two weeks sailing. Dare I hope to be under the lee of land soon? The weather certainly hadn't finished with us that easily, conjuring up the next storm two days later with the most violent weather front I've ever seen. Thunder clouds appearing to merge with the sea brought winds that tore at the water, atomising wave crests into the air and sounding as though the cabin was being shot-blasted. Watching this scene in scared fascination beneath the spray dodger, I noticed the sea birds still around and having a tough time with the wind buffeting and shaking their wings. Cookie behaved marvellously as usual, just lying-a-hull and fending for herself just 160 miles north east of Auckland. So near and yet so far because 4 days later we were still just drifting. The wind a steady 40-50 knots westerly plunged me into despair making me furious at the elements one moment then weeping and praying the next. "All I need is a two day break in these gales and I can reach land. Please, please, please!"

Cooking fuel ran out during this gale on day 19. Now cold soaked rice or pasta was all I had to look forward to, "Yum, yum?" I cut down a kerosene lamp placing the base of it under the cooker grill which warmed up a pot of food eventually but also covered everything in a layer of black soot which proved more depressing than cold food in the end.

Lying-a-hull seemed preferable than using the sea anchor which snatched Cookie back over the tops of the 4-5 metre waves putting great strain on the cleats and anchor warp. On average a wave crest would wash over us only once an hour, otherwise the motion was fairly gentle. A 24 hour respite after this gale gave the opportunity to make some more ground towards Auckland before again being battered by force 8-9 westerlies, barely 45 miles away from Great Barrier Island. By now I'm getting pretty weak after all these days trying to keep warm in bed just reading books and trying not to go insane while Cookie drifts away from New Zealand. A day and a half later we are sailing in another lull which allows us sight of Great Barrier at last at last, only 20 miles away but the wind inevitably turns the sea white again, screaming into our faces. Excitement to have spotted land turns to amazement at how consistently stormy the conditions are. "Is this normal?" I keep asking myself, finding it difficult not taking all this personally and cursing the weather Gods at how totally unfair they are being to me! The temperature is a chilly 13 degrees giving me trouble keeping my limbs warm without any gloves and only socks for my feet. Venturing on deck is a barefoot experience whilst at night I huddled in the sleeping bag with a kerosene lamp going strong to give a little in the tiny cabin.
One more hurdle to overcome is the breakage of Harry, my fearless wind vane which lost his weighted pendulum arm overboard when a nasty wave hit Cookie's sterns, spinning her round by more than 90 degrees in an instant. After all these challenges we finally made a landfall at the Poor Knights Islands, arriving after a rough day's sailing only to be becalmed overnight between the islands and the mainland. Oh well, a chance for sleep, blessed sleep and a huge sigh of relief to be alive and still sailing the right way up. I think this must have been a rather subtle message from the powers that be not to push my luck any further with Cookie for now. "Fine by me!"

This was by far the most grateful end to a voyage I've undertaken. Never before had land looked so solid, stable and secure. Cookie arrived in Auckland on Aug. 25th 1992 after 28 days at sea and I was reunited with Lara once again after more than a year apart. In fact the whole Hyland family made a fantastic welcoming party to meet me at the Devonport Yacht Club. I've made it to my new home at last.

Cookie remains in Auckland to this day and has given Lara and I many happy holidays exploring the sheltered coasts of Northland. It is difficult to turn your back on someone with whom you have shared so much, even if they are only a boat.

Cookie is my own adaptation of a Tiki 21, and modified with ocean sailing in mind. I have undoubtedly proved the capabilities and sea worthiness of a design that is meant only for coastal sailing.

Gerard Janssen - The story continues

Gerard Janssen continues with his story. We now find out what happens upon his return to Netherlands.

Over the weekend I decided to move the first hull to the side of the workshop, so that I could start the second hull. The farmer thinks I like staying here so much, that he is a bit worried I may never leave here. So I decided to start on the second hull, even though the first was not yet finished. That way he can see that I am building. When I am inside the hull, he can't see me. He thinks I am therefore not working. The second hull will ease his mind. To move the hull over, I used two slings, two forklifts and it all went well. Yesterday I put the second backbone up in the air, and started to line it up. I hope this finished tomorrow, and should also have to rearrange my workshop etc.

Over the week end I bought a second hand furling, and two sails to go with it, one light weather and a heavier one to suit my Captain Cook for 2000 hard blows!!! So if I can buy, steal or borrow a mast I can sail, ha ha! I also ran into a 3.9 hp Volvo outboard that changed hands for 200 hard ones ($,£, DM's?? - Ed), so we shall have less rowing to do when the time comes. For the main power I have been able to get a 22hp Ducatti air cooled diesel, it has done only 50 hours and cost me 850 guilders. Most of the things that I get are from a free paper.

When sitting on the island after the shipwreck of "Gary Ann", I was hoping that I would no longer hear the call of the sea! But..., I have been unable to shut it out of my ears, and decided that if I was ever going to go sailing again, I would build the ship myself. That way I would know that she was built properly!

One thing I want to say before I go on with my story, is that I feel rather pleased not to have anything that I could lose. This feeling didn't last all that long, for I started to find some things that had washed ashore from the wreck. So I had possessions again that I could lose! I did sell some of the things, and this paid for my air fare back to the Netherlands.

When I got back to Auckland I went down to see the social services to try to get some clothes and finance. They were not really a great help. If I had been burned out it would have been different and easier. To start with, I had to prove that I was really ship wrecked, and after a few days I was able to do this. It was in the middle of winter and they felt that I was allowed a cardigan, but not a coat!!! Lucky for me I had a few outstanding debts paid. This way I was able to pay for an airfare back to the old country.

Then I arrived back here about 3 years ago. I soon myself a job as a carpenter with a contract for 6 months. When the 6 months were over, I got a new contract for 6 months and all this time I was saving up new timber and taking it home. This was the timber thrown into the rubbish container. After a while, I had a lot stacked all over my flat, but the landlord found out, and I was told to get rid of the timber or get out of the flat. By this time I already had a building plan of a Captain cook, and shortly afterwards was able to rent this building site. Via Chris Heil, who is also a member of the CTC, I was able to get hold of someone who had just finished building 2 Sun class catamarans. I asked him if he could help out with a building site for the Captain Cook. He gave me the telephone number of a contact, we made an appointment to see the site, agreed the rent, and the next day I started to move my timber from Zoetermeer to Heinenoord. This is only 50 km by road, and didn't take very long.

My building site is very large and I have 240 and 380 volts for power supply, and running water when it rains ha ha!! The roof leaks in a few places too many, but after the first downpour I know where to hang the plastic sheeting to keep things dry. Once the first hull started to take shape, I would wonder if it was going to rain during the night, and would cover it with a plastic sheet. As the job of covering was fiddle, it didn't get done every night and therefore I sometimes got caught out. After putting up with this for 12 months, I finally tied 3 large waterproof sheets under the roof, and this works a lot better.

When I started to build, I asked my contact if it would be ok if I could sleep in my van now and then. He told me that he had no objections, but I could also sleep above the canteen. After looking it over, I could see that it was larger than my 2 roomed flat. So it didn't take long for me to install myself there, and I even had my own phone!

I think I said I would have the boat finished and in the water in 12 months, but now know better. With a bit of luck, the second hull shall be built faster than the first, on account that I won't have the time spent wondering how things fit together. When you get the plans, they seem very straight forward. Heaven forbid when you start building as you need a lot more information that is not there. Lucky for me, I have a lot of inside knowledge, and can work out how things should be made when it is not shown on the drawing. I have not spent years as a builder/carpenter for nothing! Being able to read one or more plans at the same time is essential.

Ed-Adrian. This is not the first time that a builder has found issue with the Captain Cook plans. It must be borne in mind that this catamaran is probably the most complex of James's designs. Co-ordination between drawings and 'hidden' details do become very difficult as the number of elements increase. Therefore the issues raised are understandable.

The Ditty Bag - including the AGM notice

FOR SALE

'Nina' - Tangaroa MkII. Built 1981, very strong construction. Just extensively refitted after a trans Atlantic voyage. Described in past issues of Sea People (inc. no 12). Well equipped and ready to sail.

£13,500. Tel. 0752 822846 - Steve Turner.

Tinker tramp dinghy. For full details and price Call Steve Turner on 0752 822846

Tiki 26. Wood-GRP sheathed, 8hp Evinrude, Deck Tent, Cabin Cushions, Lying St. Just in Roseland, Cornwall. Tel 0841 521322

CHARTER

SPIRIT OF GAIA AUTUMN CHARTERS.

In the area of the Canaries for period of one week, starting from Santa Cruz, Tenerife on:

24 September

1 October

8 October

15 October 1994.

Contact : JWD office on 0872 854792 for further details.

Photo right. View of Paul Smithsons Captain Cook, with Silent Annie, Steve Studden's Tangaroa MkIV and Casine, John Hobbs' Pahi 31.

NOTICE OF 1994 ANNUAL GENERAL MEETING OF THE POLYNESIAN CATAMARAN ASSOCIATION

When: **Saturday 17 September 1994,**

Where: **The Coach House,**
Star Hotel,
High Street, Southampton.
Tel 0703 339939

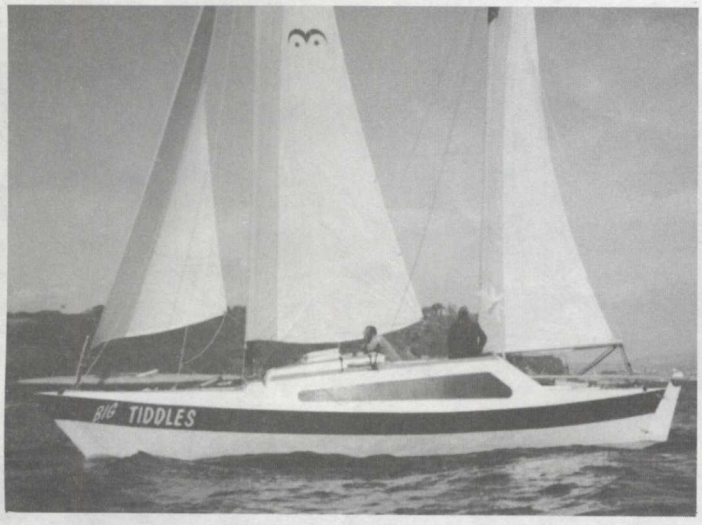
Bar open at 16.30 hrs, Coach House available from 17.00 hrs. Formal business will commence at approx. 18.00 hrs.(after Boat Show has closed)

All are welcome.

Round off your visit to the biggest boat show in the UK with a meeting with friends.

The Stern End

The two photos below are hot off the press from the UK summer meet held at Millbrook, Cornwall, held on 13/13 Aug. 'Big Tiddles' is a much modified Tiki 26 made up to Tiki 31 size etc. belonging to Dave Hender. The schooner rigged Captain cook is a much modified, solid bridge deck design from Paul Smithson and Jan .Both cats are now on their way to the sun. Bon voyage



Contributions

Scott and myself are now set up with our own pc's. We have now standardised on Word for Windows. We can also accept WordPerfect and DOS formatted discs, all 3½" please. If you access to fax, send direct to Scott on ++ 44 (0)752 815800.

We will also have available data transfer links within the next couple of months.

Any questions, please call me on ++ 44 (0)734 873406. For those of you with access to the Internet (there are a couple in the Far East), please be patient, access is on the shopping list.

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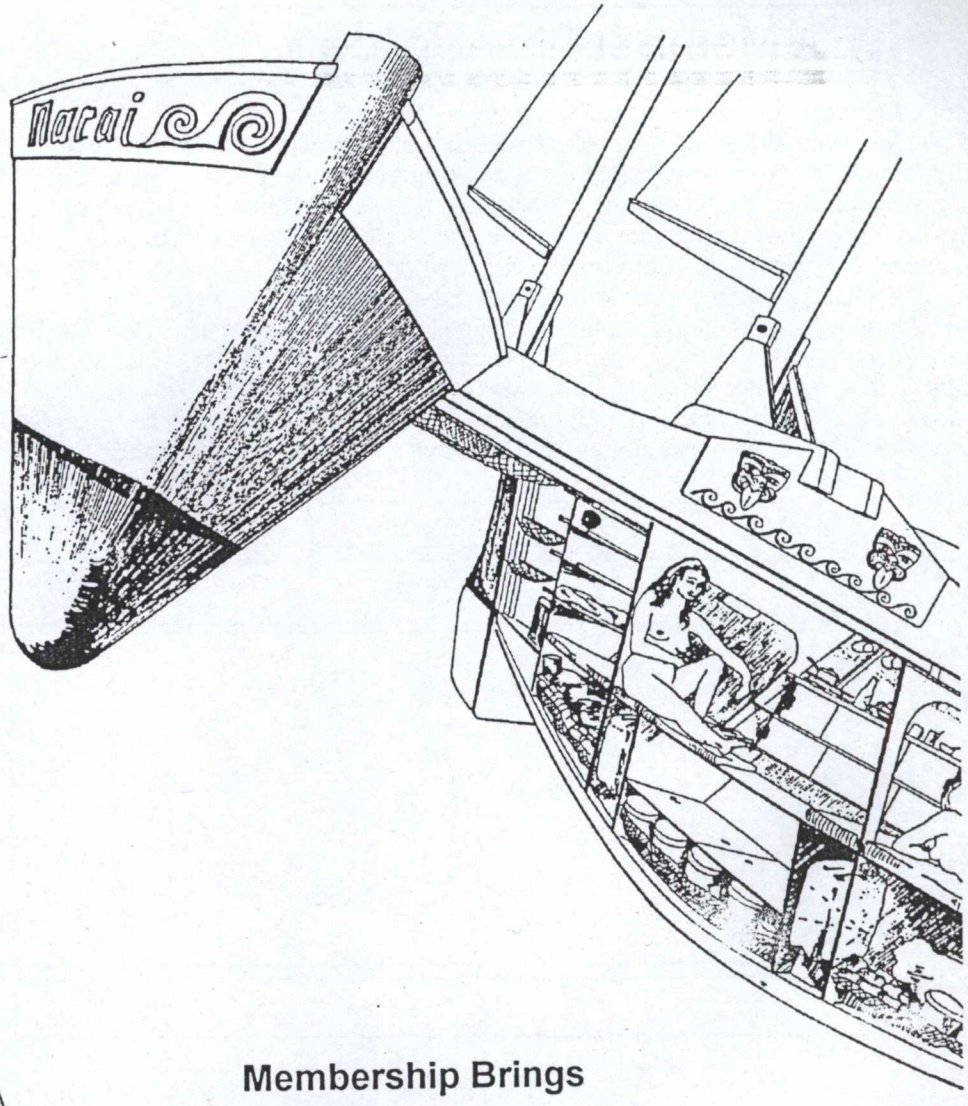
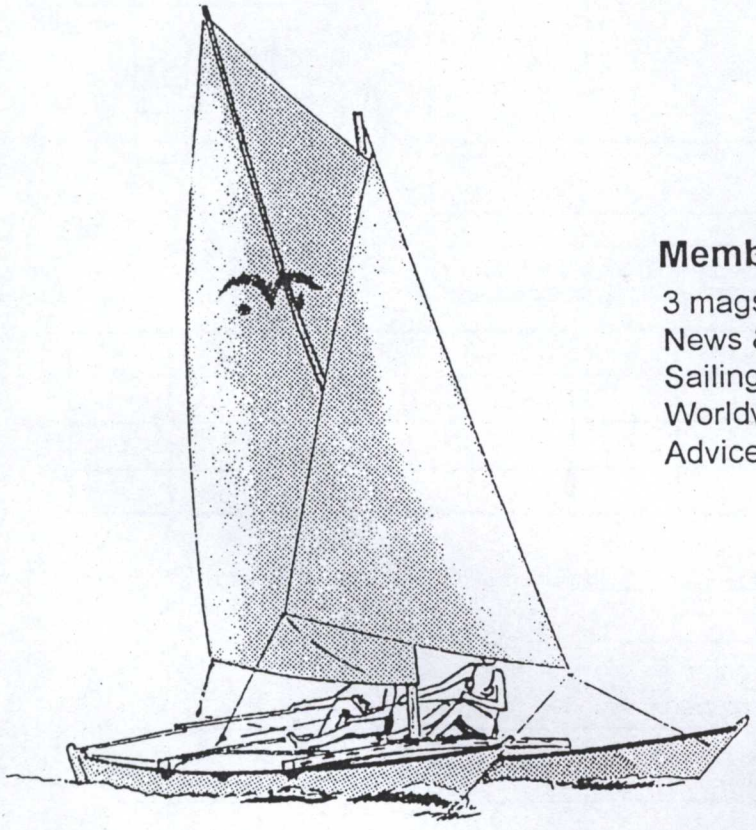


Wharram Cat

Admirers
Builders
Sailors

Membership Brings

3 mags & a Yearbook
News & views
Sailing meetings
Worldwide friends
Advice & information



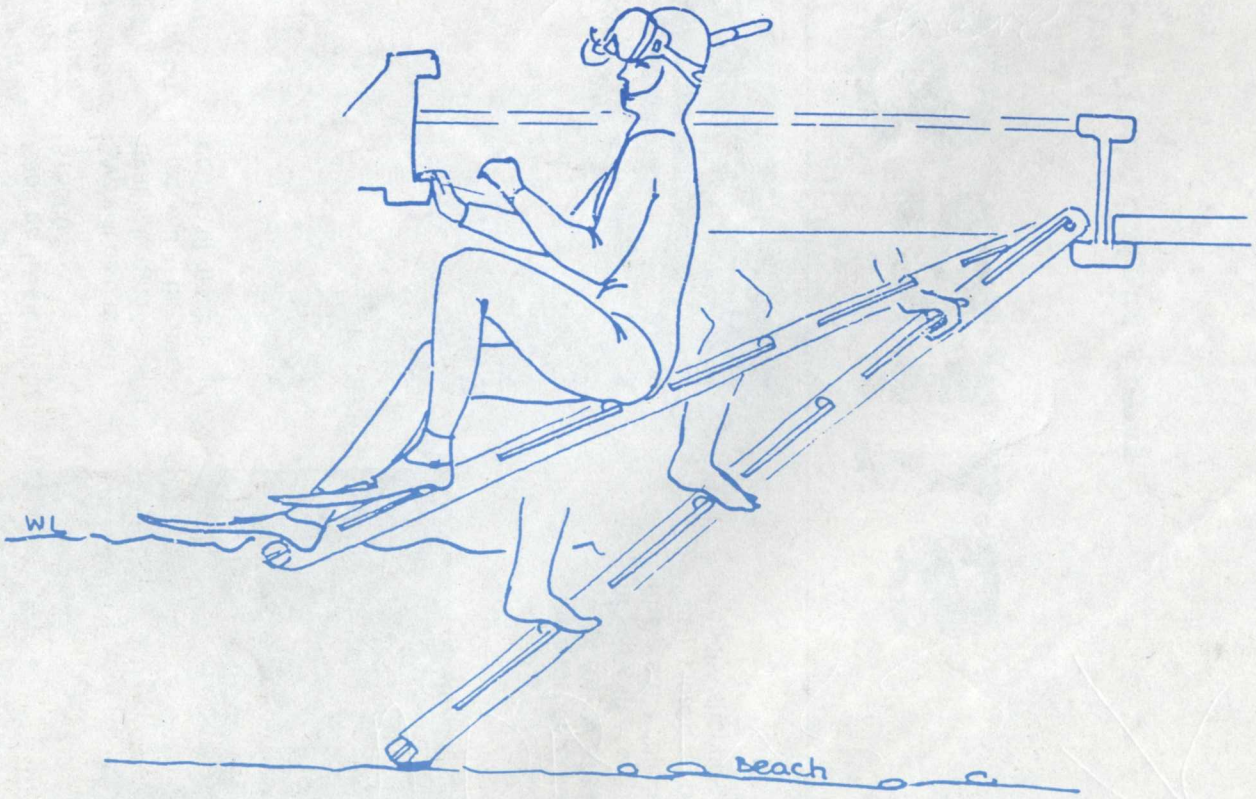
VIDEO!

Polynesian Catamaran Association

Southdown Marina, Millbrook, Torpoint, Cornwall. PL10 1HG

BY AIR MAIL

PRINTED PAPER



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